Vol. XXXII....No. 9,989.

NEW-YORK, WEDNESDAY, APRIL 9, 1873.

CAPT. WILLIAMS'S MISERY.

WHY THE COAL RAN SHORT-A "TOO CONFIDENT". COMMANDER-FATAL DISREGARD OF ORDERS-SECOND OFFICER METCALF'S CHARACTER-QUAR-OF THE WOMEN-ONE MORE BODY RECOVERED. [BY TELEGRAPH TO THE TRIBUNE.]

HALIFAX, April 8.-The investigation on the Atlantic disaster was continued to-day. Chief Officer Firth made additional statements, and then left for Liverpool. Capt. Williams was present this morning, but was not on the stand. After the investigation, which adjourned till Thursday, I had a long Interview with him. He desires to add two or three points omitted in his first statement, and will probshly put them in as evidence on Thursday. In regard to the supply of coal, he says that the Company had made a contract when coal was 25 shillings a ton to receive a full supply for a year, to be delivered when needed at the price agreed on. When the Atbantic left coal had gone up to 30 shillings, and the captain believes that the contractor, to save loss from the rise of coal, furnished a very inferior quality, probably that which had long been exposed to the air and had lost its heating properties, beside being English coal, which is much inferior to Welsh In answer to a question whether the officers considered 970 tons of coal, at 70 tons a day, a sufficient supply for the voyage, he said they had no idea that they were going to burn 70 tons a day. The average consumption has been, according to the quality of the coal, from 60 to 65 tons a day; but that count would not run the ship, for the coal was balf wood and half stone in heating quality. There was no complaint from the passengers about coming into Halifax. He had told them that they would have eight or nine bours here, and they were glad of it, as they wanted to see the place. The captain feels intensely the severity with

which consure is passed on his conduct. During the conversation his feelings almost overcame him. have lost my profession; I am rained for life," he said. "What more can I suffer! If it were not for my wife and three little children at home I should ever have been here; I'd have stuck to that vessel till the last, and then gone down with her. The one thing that rebukes me, which I cannot keep out of my mind, which will remain with me as long as I live, is that I was too confident-too confident. I thought I knew just where my vessel was. thought I was a long way eastward from Sambro Light. Had the position of the previous day been one of uncertainty, there would have been greater blame, but we had made it as certain as human judgment and ingenuity can make is. The different observers and different instruments all agreed, and the ship's position was true to her length on the ocean at noon. The papers that have charged me with intemperance have done me great injustice. I promised Thomas Ismay that not a drop of liquor should cross my lips on that vessel, and never broke that promise. Gentlemen would sometimes, come rato my room and smoke and drink themselves and I would sometimes bet with passengers on the day's run. If they won they would take a glass of porter; if I won I'd take a cigar, but no liquor. The one thing I regret is that I was too sure of my course.

"Captain," I said, "if you had been on deck would this accident have occurred ?"

"Never, Sir, never," he replied with great positiveness. "I had ordered my boy to call me at 2:40, and bring me a cup of cocoa; my intention was to take the cocca and smeke a cigar, and be ready to stopped the boy, and did not call me till 10 or 15 minutes past 3. It was too late then," he added mourn-"It is incomprehensible to me," he said " why they did not see the light nor the rocks. If I had been called at 3 we should have been two or three miles further out. If the night had been stermy or foggy it would not have occurred, for my officers would have called me quick enough. I had no reason to doubt the efficiency of the second when the ship was in a heavy gale, only going two miles an hour, the air thick and rainy, we met a sailing vessel close to the steamer, hove to under a mainsail and foresail, 'goose wing.' It was impossible to stop or go around her, but instant action was required. There are two telegraphs to the engineer, one near the second officer and one near me, and both sprang simultaneously to the telegraphs, and rung for more steam. We shot ahead and passed her. From his acting just precisely as he did I judged he was a man of resource who would do what I would do under similar circumstances. How he lost his head on that occasion I cannot tell, but, poor fellow, he has gone! If he had left the life-boat when I called him he would have been saved too.

The evidence of Quartermaster Thomas excited the scorn and indignation of the officers, who pro sounce it "humbug." It is very evident, I think, that a very large discount must be made for exaggeration. The captain, on whom this evidence does not reflect, says that on a vessel where the gradations of rank were so strongly marked, the idea of a quartermaster leaving the wheel and going to advise the second officer is absurd. "He was a pretty officer," said the captain; "one of the first to look out for his own life. The man is simply seeking notoriety. Third Officer Brady and Mr. Firth gave about the same opinion of him. The fourth officer admits that Thomas asked him if he should go aloft, and that he told him it was too soon. "What do you think of that?" I said to the captain. "I wish to God he had let him; it could have done no

The captain then gave a vivid and circumstantial account of the wreck, which need not be repeated, for every added detail in this history is only another tooth in the harrow. He is certain that one of the women he carried up in the rigging was Miss Scrymser of New-York. "She was one of the most fascinating ladies I ever saw," he said; "I had become very much attached to her. She came and threw ber arms around my neck, and I carried her up in the rigging. My God, I can feel that woman's arms around me now. I only know of one instance there of a husband's deserting his wife. It was the husband of the woman steerage passenger who died in the rigging by Mr. Firth. She told him to go, and be left her. He was saved, and when he reached the shere I saw him wave his hand to her.

" In regard to the crew, there were many of them who were pretty hard. Since the repeal of the act compelling every ship-owner to carry a certain number of boys for every ton's register that he owns the quality of seamen bas degenerated. Now, out of a grew of 40 men it is a lucky chance if you get 10 men who know a lead from a handspike. It has been a crying shame the quality of seamen we have to take, but there are no others to be had. The men that used to go to sea can make on shore three times the wages that they can by going to sea. My vessel is no isolated case. It is the same with every steamer going out of Liverpool. They would not be worth much in an emergency, but at the wreck of the Atlantic they could not do much. I have no com-

plaint to make of their behavior." Capt. Williams thinks the baggage of most of the saloon passengers will be saved, and he went down this afternoon to assist the wreckers. He will remain here doing what he can to aid Capt. Merritt Throughout the investigation he has been entirely caudid and taken no advantage through legal form or quibbles. He has no desire to shirk the fearful responsibility which he assumed and which still rests upon him. He is a broken down man. "Mev

THE WRECKED ATLANTIC. God!" he said as I left him, "it is horrible! It all show more miles than are actually run; I heard no gons THE PARTISAN CHARTER. seems to me like a fearful nightmare." Poor man! Can he ever be happy again ?

LATER.-Capt. Merritt returned from the wreck this evening. Only one body, that of a steerage passenger, has been raised to-day. Capt. Merritt has determined to remove some of the plates on the starboard side of the vessel, which is still out of water, and cut a hole through so that the bodies of the cabin passengers may be recovered immediately. He does not think they can be reached in any other

THE GOVERNMENT INVESTIGATION.

ENGINEER PATTERSON'S STORY-BRADY VS. THOMAS -CHIEF OFFICER FIRTH'S EXPERIENCE-CAPT. MULLIGAN'S TESTIMONY-HOW TO RUN INTO HALIFAX HARBOR SAFELY.

HALIFAX, April 8.—The Court resumed the investigation at 9 o'clock this morning.

FOURTH ENGINEER PATTERSON'S STATEMENT. illiam Patterson testified: I was fourth engineer of the Atlantic; was on duty and had charge of the room from 12 to 4 o'clock in the afternoon and from 12 to 4 c'cleck in the morning; the engines were going slower from 12 to 2 o'clock than they had been going during the 12 hours previous, but they began to improve from halfwork: we had about 54 pounds of steam with the expandon valve fully open; between 12 and 2 o'clock the low est pressure of steam during the night was reached, and was 36 pounds with the expansion valve partly on; ent on duty at 12 o'clock the gauge indicated 59 pounds; I account for that because, when I went on watch, there were no coals on the plates and no round coals to fill in the two fires; after the grate had been cleaned the tires were a little low; we took some time to get coal for the fires, and then a further time to get out the round coals to put on the fire : our speed increased between 2 and 3 o'clock; we had 50 pounds pressure o the gauge at the time she struck; the gauge stood at 51 and we had increased speed with increased pressure.

I was standing on the stoke-hole plates opposite No. 2 boiler when I felt the ship touch the bottom, almost under my feet, on the starboard side of the keel, us if she was grazing over something; at the time I was surfacing fire No. 1 of the starboard boiler; I immediately shut the surface-cock and ran up to the engine-room; when I got there I found that the telegraph had been thrown as if it had been pulled violently and the signal had been answered from the engine-room; the fifth engineer greaser. James Dennier (since dead), also was there, in the act of assisting him; I came to his assistance, and from the time I got to the platform until the engines were going astern occupied about 15 seconds; I then watched the telegraph for a short time to see if any more telegraphs were given from the deck; at the same time I locked at the engine-room clock and found it was \$:19; the clock was reset at noon; I went below to shut the surface-cock; as soon as I got to the foot of the engineroom ladder the log lines went away with a race very suddenly; I called to the engineer to stop her; then turned to go into the stoke-hole, and just as I was going there I heard her go away with another race; I turned back to see what was the matter, and saw the n his shirt-sleeves with the throttle-valve in his hand. Chief Engineer Foxley then stopped the engine and ordered the fifth engineer to sbut the main stop-valve; I suppose that he (the chief engineer) opened the safety-valve—at least he told me had done so—as I heard steam owing off; when I got to the stoke-hole all the men had left; the firemen's room was above the stoke-hole and I called to the men to attend to the fires; this all occurred in the space of two or three minutes-that is, from the time that she struck till I shut the sea-cocks; while I was shutting them I saw water coming out of the starboard bunker; I had only about 12 feet to run, and before I reached there there was a foot of water on the floor; I then made my way to the deck, being the last person to leave the engine-room

Examined by Mr. McDonaid: It appears to me that from the time she first struck until she finally settled she was rattling and jumping over the rocks; it was about two or three minutes; if the ship had been affeat and free, I would estimate that it would take from three go on deck when the officers called me at 3, but they to five minutes from the time the engines were reversed till she would be going astern.

TWO OFFICERS RECALLED. Cornelius L. Brady, third officer, recalled and exam-ined by Mr. McDonald: I had a certificate of compemember the date or number of my certificate; I got them about five years since; they were left at home; have been in command of a steamship out of Liverpool. Cross-examined by Mr. Ritchie: The greatest speed of the Atlantic under the most favorable circumstances was 13 knots with the fans she had; this was with sail and steam; the day we ran 300 miles we had a strong easterly gale and all sail set; I never heard or saw Quartermaster Thomas from the time she struck till I got ashore ; I did not ask him for an ax; I went up to Clancey's to get some of the men to help me, and found Thomas there; the stories told by Quartermaster Thomas of his (Thomas's) activity in saving life are untrue, and

he only thought of saving his own life. John W. Firth, first officer, recalled: Have been captain of steamships, and my certificate as master dates from May, 1859; the number, as near as I can remember, 18 20.689; it was lost in the Atlantic; the highest rate of speed was 13 knots, but the steamer never averaged this in any day's work during the last passage, even with a fair wind and sails set; this was my second trip across the Atlantic Ocean; my previous experience was in the Mediterranean and India trades; I think 900 tons of Welsh coal would be equal to 1,050 tons of Lancashir coal, and would not take up any more room.

CAPT. MULLIGAN'S EXPERIENCE. Edward D. Mulligan testified: Am captain of the deamer Carlotta, which runs between this port and Portland; have been master of steamships comgoing between here and Portland for four years, and am familiar with the Nova Scotia coast from Cape Sable to Halifax; the Carlotta is 549 tons; I made Sambro Light on Monday night, March 31, at 16 o'clock, Portland time. being about 10:25 Halifax time; I judged that Sambro Light bore N. E. by E., distant between three and four iles; the night at this time was disagreeable, dark and thick; up to 9 o'clock it was raining hard and unsettled; wind S. E.; after that time the wind set in W. S. W., somewhat high, and it was drizzling; after that it improved; at 12 o'clock it was clear, and the light could nave been seen easier and at greater distance than at 10 'clock, but the weather might have been different there from what I had it in the harbor; I got in here about 10 'clock; saw other lights as I came up; made Chebucto Head, Devil's Island, and Meagher's Beach Light; steered E. S. E. coming up; when I made Sambro Light I was not sounding.

I cannot say anything about the currents-they are irregular and uncertain; cannot say how they will set for 24 hours at a time; the currents are greater in Winter than in Summer, and are much governed by the winds; we appear to have a stronger westerly current in Winter than in Summer; there was a better chance of seeing the light when coming in from the sea than when running along parallel to the coast; did not make Cross Island Light, it being thick when passing; had no more difficulty in making the light that night than at other times; at 10 o'clock that night I instructed the engineer to slacken speed, but while in the act of doing so I got hold of the light; if I had not got hold of the light I would have slowed the ship and hove her head off shore; would not have sounded, for soundings are irregular; I ise Massey's patent log; my speed at the time I saw Sambro Light was 10 knots; I always find Massey's log correct; have had every opportunity of testing it I use the log at all times, irrespective of weather, and have tested it frequently and found it correct; we always tested the log in running from light to light, and found it satisfactory; we have considered it safe to run up to the last mile the log would allow, but left a margin; I think the accuracy of the common log might depend on the sea, but where there are currents the patent log is most to be depended on; coming to the eastward in thick weather I always use the lead.

Examined by Mr. Ritchie: The last light I saw previus to making Sambro was Little Hope Light, 65 miles from Sambro; when I was going slow, I knew I was nearly up to Sambro ; Sambro Light is a treacherour one to be depended on as to distance; our wheel house is about 15 feet above the water, and we can see Sambre Light on a clear night about 12 miles; at the masthead, 30 feet higher, we could make it out three to four miles further; I was in the phot-house when I came up that night; I always remain in the pilot-house from the time we make Sambro Light till we get to Halifax at sea, Massey's log has a tendency in rough weather to

The Court then adjourned till Thursday morning at 10 o'clock, to enable Quartermaster Owens. who is now at the scene of the wreck, to be sent for and

THE LATEST GLEANINGS. THE QUEST FOR CORPSES-MORE ABOUT THE CUR RENTS.

HALIFAX, April 8 .- Only one body was reovered from the Atlantic wreck to-day-that of an unknown passenger. The divers saw in a state-room the bodies of two ladies, believed to be those of Miss Brodie of Chicago and Miss Barker of Orange, N. J. The steamer North American, which arrived last night from Baltimore, reports having passed a body floating 20 miles outh of Halifax.

Capt, Isaac Smith of the coasting steamer W. A. Starr, was questioned to-day in regard to the current spoken of by Capt. Williams. He save all coasters are sequainted with strong currents running north west in shore, and south and west further out. At this eason especially, the current is strong, but at the most it would not make a difference of more than a knot, or a knot and a quarter, therefore he is satisfied that at midnight the Atlantic must have been less than 48 miles from Sambro light, or she could not have got to

BURVIVORS AT CHICAGO. CHICAGO, April 8.-Forty-two survivors of the Atlantic disaster arrived in this city to-night, and were cared for by the agents of the White Star Line and

Meagher's Head when she did.

a Committee of Citizens.

THE FIGHT FOR PATRONAGE.

THE CUSTOM-HOUSE PROPLE INVADING THE BOARD OF EDUCATION-THEY ARE DEFEATED IN THEIR FIRST ATTEMPT-THE FIGHT TO BE RENEWED TO-DAY.

From information furnished THE TRIBUNE. on good authority, it appears that a bold and unscrupu-leus conspiracy has existed for some time to gain control of the Department of Education of this city by the Custom-house party, that its large revenue and extensive sonal aggrandizement. Few people who are not con versant with public school matters have any idea of the great opportunities for peculation which are afforded in the administration of the Department affairs, and the chances for political manipulations in the appointments of principals, teachers, janitors, &c., in the numerous schools throughout the city. Thus, when it is onsidered that the revenues of the Department of Education amount to nearly \$3.500,000 annually, being hist year \$3,454,818 73, which, with other departments of the city rovernment under the same control, could be ed to a much larger sum, it will be seen that here is a rich field for peculations. This is especially the case in the purchase and distribution of supplies, which form a large portion of the expenses of the Department and afford abundant opportunity for traud, either by those interested raising the amounts of the charges to the Board above the contract prices and retaining the difference, or by buying an excessive quantity of articles and disposing of them for their private benefit. In addition to these chances for speculation, there resides in the Board of Education a vast power of appointment The public schools of this city, including the Grammar Primary, Evening, and Colored, with the City and Normal College and Model Training School, number in all about 140, in which about 2,800 principals and teachers are employed, together with janitors, assistants, engineers, &c. Hence it will be apparent that the control of the appointment of these, coming as they do from every part of the city, may be made the source of much political power, by securing the influence of friends of teachers, making wire-pullers of the jam tors, &c., as has been done in times past. Recognizing the great power which would accrue to them through the control of all this patronage, the Ring early deter mined to fix its grasp upon the public schools, and for this purpose, under the cover of other persons, introduced into the Legislature, at the beginning of the ses sion, an act reorganizing the Department of Public In struction, which, with some modifications, has become a law. A synopsis of this act has already been given in This Tribune. By this law the powers of the new Board of Education were made much greater in the matter of appointments than those of the old Board, the Ring being determined to get all the patronage it possibly All that now remained was to secure the selection of

men suited to their purposes, when the Custom-house people would have everything their own way. Great ef-forts, it is asserted, were then made to induce Mayor Havemeyer to accommodate them in this respect and name such persons for the offices of Commissioners as mended, when they would have smooth sailing, their men having been fixed for their purpose Here, however, their calculations were disappointed and upset, for the Mayor determined to nominate such men only as he had full confidence in, and so designated a board whose members are acknowledged on every side to be able and upright. Foiled in the attempt to obtain the Commissioners they wanted, they next set to work to manipulate the organization of the new Board and elect a president and clerk in their own interest. To do this they were obliged to work behind a mask, and put forward some one for the office of President, who was personally unobjectionable, but whom they considered in their interest. Commissioner James' Cushing, jr., was selected for the nomination, Wm. H. Neilson being the opposing candidate. Believing that they could use him, the Ring put forth every possible effort to secure Mr. Cushing's election. At the neeting on Saturday afternoon a large number of the politicians interested were in attendance, including Isaac H. Bailey, Jackson S. Schultz, and others. It is stated that many of the gang were very loud and positive in claiming the success of Cusning, on which they even offered to wager \$100 to \$25. Old members of the Board declared they had never witnessed scenes so disgraceful, even in Tweed's time. By this bold confidence it is believed they hoped to influence a few hesitating members and obtain their ends. It is also asserted that they had gone so far as to have wine and other refresh ments prepared at a certain place of resort for a grand jubilee over the victory. The Board, however, adjourned until Menday without organizing, and when it met again it was noticed that some of the more canspicacus pol-iticians were absent. Those present, however, kept up a bold front, and claimed, with a show of earnestness to have 16 votes for Cushing. The result again disappointed them, for Cushing received only four votes.

The Custom-house people then perceived that their only remaining chance lay in securing the selection of the clerk of the Board, and the control of the important committees. For the position of clerk it is understood their candidate is Frederick C. Wagner, now Deputy Tax Commissioner. The effort to elect a clerk at that meeting, as also the attempt to make it the order of the day for the meeting to be held this afternoon, was defeated, thus checking them in this direction, for the present, at least; and the formation of the Standing Committees of the Board, as published below, will, it is believed, dispel completely the other hope, as the most important ones are strongly composed of men who are known to be beyond the reach of the Ring's Influence.

The President of the Board of Education announced yesterday, the following as the Standing (Committees of the Board, of which there are two more , than in the old Board : Finance-Vermilye, Cushing, Dowd, Beardeley, and Seligman.

Teachers-Halstead, Kelly, Dowd, Trand, Brawn, Buildings-Dowd, Patterson, Lewis, Hoe, Townsend Supplies-Beardaley, Mathemeon, Halstead, Wetmore, and Hee. Auditing-West, Trand, Jenkins, Cushing, Kelly. Sites of New Schools-Paterson, Klamroth, Townsend, Vermilye

Course of Studies-Brown, Man, Fatz, Trand, and Kelly School Furniture-Weimore, Hee, Seligman, Jenkins, Cash ar Normal Schools-Farr, Brown, Klamroth, Townsend, Habitend Evening Schools-Mathewson, Townsead, Jenkins, Traud, Vermilye Colored Schools-Cashing, Paterson, West. Wetmore, Bund, Warming and Ventilation-Hoe, Mathewson Cushing Beardaby, and

By Laws-Townsend, Man. Beardsley, West, Farr. The XXIst Assembly District Republican Association met, last evening, at No. 2,313 Third-ave., William Haw jr., in the chair. Resolutions congratulating the Mayor on the recent appointments in the Board of Education were adopted, but after a stormy discussion were recon-sidered and tail over.

TELEGRAPHIC NOTES.

.... A contract has just been closed to transport from Austin, Teras, by the Missouri, Kinass and Teras Ralliped, ever 100 car loads of sheep labout 9,000) for the New York market. ... The Jacques will case has been compromise in a way satirfactor; to the city of Wescester, Klaus, the city comin into possession of \$150,000 kg/t by the late George Jacques for a cit

IT IS REPORTED TO THE SENATE.

THE QUESTION OF EXEMPTING THE PROPERTY OF RELIGIOUS, EDUCATIONAL, AND CHARITABLE IN-STITUTIONS FROM TAXATION-THE SECTION RE-LATING THERETO STRICKEN OUT-CIVIL SERVICE REFORM VOTED DOWN.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE ALBANY, April 8.-When the Senate went into Committee again on the Charter this morning, the question pending was on the motion to reconsider the vote by which the Committee refused to strike out the 108th section. That section, which is somewhat remarkable, stood as follows in the printed

SECTION 108. No real estate or buildings, other than such as are actively and exclusively occupied for reigious worship, or such asylums or foundling hospitals free libraries, or cemeteries as are or may be incorporated or belong to the city, the State, or the United States, or such institutions or colleges as are exempted by law, shall be exempt from taxation; but the provisions of this section shall not be construed as repealing or in any manner affecting the provisions of Chapter 249

The act, Chapter 249, Laws of 1871, exempts from taxation the Masonic Hall property, on the corner of Sixth-ave, and Twenty-third-st. The motion to reconsider the vote of Thursday was adopted. On motion of Mr. Murphy the latter part of the section, relating to the Masonic Hall property, was stricken out. Mr. Benedict moved to strike out the whole section. He said the object of it was to subject the property of Roman Catholic institutions to taxation.

Mr. Woodin moved, as a substitute for the section, a provision that no property be exfrom taxation except such property as is exempt by a general law of the State. He stated that the Chairman of the Finance Committee would immediately report a general law, covering the cases where peculiar hardships would result from repealing the special laws of this kind, which are very numerons. Mr. Woodin's substitute for the section was adopted.

Mr. Benedict again renewed his motion to strike out the section. He doubted whether the present Legislature could find time to mature and pass a general law on this subject. If such a law did not pass many of the institutions affected by the amendment, such as hospitals and asylutus, would suffer severely. Mr. Murphy took the same view of the

question that Mr. Benedict did. James Wood said the section strack in a blind way at friend and foe, but it was thought it would hurt the fee (the Roman Catholic institutions) the most severely. He agreed with Mr. Murphy that the section was out of place in this charter. Eefore he could vete to repeal all the special laws exempting property from taxation he must know what those laws were. The motion of Mr. Benedict prevailed and the section was stricken out.

Mr. Woodin submitted a number of minor amendnents, which were adopted. The most important was one rroviding that public works now going on may be completed by days' work, if so required by existing laws and ordinances. This is a modification of the 96th section, which requires work or sup plies involving an expenditure to the amount of \$1,000 to be done by contract.

On motion of Mr. Allen the salaries of the Marine Court Judges were reduced to \$5,000 a year. On motion of Mr. Weismann this vote was reconsidered and on motion of Mr. Benedict the salary of the Marine Court Judges was fixed at \$6,000 a year each

Mr. Madden offered an additional section, providing for the enforcement of the Civil Service rules of the National Administration, in the selection and premetion of officials in the employ of the City Government. This amendment was voted down without a division, apparently to the great satisfac tion of Mr. Madden.

Mr. Woodin offered a substitute for the 27th sec tion, which does not differ from the section as already adopted by the Committee of the Whole except that it tacks on to the latter the Opdyke patent method of making removals by consent of the Governor of the State for cause expressed in The Committee then rose and reported writing. progress, and the Senate made the further consideration of the bill a special order for the evening.

LATER-After a very dull session, this evening, the Committee has reported the Charter to the Senate and recommended its passage. The question of accepting the Committee's report is made a special order for to-morrow morning, when the varione issues presented will be gone over again and ; vote taken on them by Yeas and Nays. The vote in the Committee on Mr. Murphy's motion to retain Con troller Green is not to be regarded as decisive, as the motion was only formal in connection with the motion to make the office of Controller an elective one. Most of the time spent this evening was on the question of requiring conductors of horse-cars to take out licenses from the Common Council, and in a repetition of the debate last week on the respective powers over the streets of the Commissioner of Pubic Works. Department of Parks, and Board of Street Openings and Improvements. The Charter seems to be susceptible of different interpretations on these

THE SENATE DEBATE.

THE TAX EXEMPTION SECTION STRICKEN OUT-A CITY PRINTING BOARD ESTABLISHED-FIXING JUDGES' SALARIES-ANOTHER AMENDMENT TO THE TWENTY-FIFTH SECTION.

[GENERAL PRESS DISPATCH.]

exemptions, was adopted.

ALBANY, April 8 .- After the reading of the ournal this morning, the Senate went into Committee of the V. hole on the New-York Charter, the question rearring on the motion of Senator Renedict to reconsider the vote by which the 108th section, providing for tax

Mr. Murphy argued that it was not just to exempt one Masonic institution in New-York City, and leave so many other equally meritorious institutions to be taxed. He favored the striking out of the entire section.

D. P. Wood favered no exceptions in taxation except those in the general law. The motion to reconsider prevailed, and on motion of

Mr. Murphy the clause exempting from taxation the property of the Masonic Hall and Asylum Fund was Mr. Benedict, in the course of an argument, said that

an erroneous impression prevailed as to the property of the new Roman Catholic Cathedral in New-York City, to the effect that the city gave the square on Fifth-ave. to that denomination. This was not so; that church had purchased the property from their own church funds. Mr. Woodin moved to amend by allowing ne exemptions but those under the general laws of the State. He was aware that this would operate harship on some institu-

tions like the Protectory and Juvenile Hospitals, but the general law could be changed, making it scope, to cover similar cases all over the State. The ndment was adopted. Mr. Benedict moved to strike out the amended section James Wood said this question of excluptions from taxation was a delicate one. Efforts had been made a

number of times to remedy the abuses existing, but had failed. He favored meeting this question beldly and voting upon it, and then recommended striking out the intire section. Agreed to unanimously. Several minor amendments were made

On motion of Senator Woodin, the bell section was amended so as to permit certain special work on bontevards and avenues, which was being done by days ork, to be finished according to law. Mr. Johnson moved to nmend the lifth section, giving

the Mayor the power to designate five papers to print advertisements calling attention to The City Record.

ment, to leave the whole subject to the Mayor, Corpora

tion Counsel, and Commissioner of Public Works. . Woodin's amendment was adopted.

All stationery for the several city offices is to be contracted for by the same boards. An amendment to Section 86, by Mr. Secresby, provides that physicians must practice in New York three years

before they can be elected members of the Board of Health. Carried.

Mr. Benedict moved to make the salaries of the Marine Court Judges, \$8,000; Police Justices, \$6,000, and District Court Justices, \$5,000. Carried.

Mr. Woodin offered an amendment to the 25th section, proposing that the Mayor shall nominate all heads of departments and commissioners except the Commisioners of Public Instruction, the Commissioner of Public Works, Corporation Counsel, Presidents of Public Parks and Board of Police. The Mayor also shall appoint all members of any board to superintend the rection of any public building and all local boards and officers not elected by the people; every head of a department to held office for six years and until a person

s appointed in his place. Mr. Woodin's amendment was adopted.

Mr. Tiemann moved to strike out the entire bill and substitute No. 12 of the Assembly. Lost. The bill was then "progressed" and set down for the

the Whole on the New-York Charter. In the 21st section, D. P. Wood moved to add " car con

iuctors" to those to whom licenses are to be granted. Mr. Murphy said this would cause great annoyance s car conductors are being changed continually, there were so many dishonest ones.

D. P. Wood remarked that it would be one step toward rotecting the lives of passengers to have good men as conductors, and licensing conductors was in behalf of securing better men.

Mr. Murphy replied that the licensing of conductors would not elevate them. Good men can be obtained if sufficient salary is paid. Railroads are run at the very minimum of prices. He ventured the assertion that one half of the street railroads in the city of New-York did not pay interest on the investment. Many conductors are honest, it is true, but the major part are in the habit

of "Rnecking down" freely.

Mr. Wood answered that many of the outrages on the ears of New-York would never have occurred if liceuses were granted conductors.

amendment was lost by a vote of 12 to 12. D. P. Wood moved to amend Section 31 by providing That no contract bereafter made or obligation in curred shall be binding unless certified by the Con-

treller." Lost. Mr. Wood moved to amend the 75th section so that the Department of Public Works shall have only the care of he work of constructing boulevards, streets, &c., above Fifty-ninth-st. The Park Commissioners, he said, have one a noble work thus far, and should be allowed to proceed with their plans, so that these roads and boulevards shall be in harmony with the work already perfeeted. Carried.

Mr. Woodin moved to reconsider the vote just taken saying there is no officer in New-York who has so little power under the new Charter as the Head of the Deartment of Public Works.

Mr. Johnson read Section 73, as to the powers of the Superintendent of Public Works, showing it was proposed to give him control of all street openings, alter

Mr. Woodin said it did not give him any such au Mr. Johnson replied that if there was any power in anguage the proposed Charter did confer this power

pon Mr. Van Nort. Mr. Woodin's motion prevailed, and on taking another rote on the passage of Mr. Wood's amendment it was

Mr. Wood moved to amend Section 117 by making offiials who overstep their duty in the appropriation of noneys personally liable for the extra expense incurred

above the amount appropriated.

Mr. Woodin said the design of the amendm good, but it would not be well to pass it. Mr. Murphy moved to publish brief advertisements alling attention to the city contracts advertised in The Oily Record, in two morning, two evening and two

weekly papers published in the English language and in one in the German language. Carried. Mr. Murphy moved to amend Section 27 by providing that the Mayor shall not have power to nominate the

Controller, and that that officer shall be elected by the people every four years. Lost.

Mr. Tiemann moved to chapge the time of the charter

lection to the first Tuesday to April in each year. At this point, on motion of Mr. Woodin, the Committee

rose and reported the bill to the Senate, recommending its passage. Before taking the question on agreeing to the report, on motion of Mr. Murphy the bill was made the order for to-merrow morning.

THE SEVENTY AND THE CHARTER. IMPORTANT MEETING-THE REPORT OF THE COM-MITTEE ON LEGISLATION SUBMITTED.

The hall of the Committee of Seventy was rowded tast evening. Promptly at 8, the Chairman, Mr. James IM. Brown called the meeting to order, and, after disposing of the roll call and minutes of the previous session, he called

for the reports of committees Prof. Theodore W. Dwight, Chairman of the Commit-

tee on Legislation, responded, and read the following report and accompanying resolutions:

tee on Legislation, responded, and read the following report and accompanying resolutions:

Since the last meeting of your body, the City Charter has made no satisfactory progress. Various schemes in regard to the appointing power have been presented, considered for a time, and properly abandoned. The plan new under consideration in the Senate—giving the general power of appointment to the Mayor, with confirmation by the Board of Aldermen—is coupled with an indefinite qualification, whereby certain officers are excepted from its operation. Nothing will satisfy the people whom we represent except the simple and plain proposition which you have so many times retirated, namely: The nower to appoint all officers, without exception, must be given to the Mayor, subject to confirmation by the Board of Aldermen. This plan is sound in principle, readily comprehended by all, and practicable in its operation. The scheme of retaining certain officers is illegical, founded on partisan considerations, and officers to all unprejudiced men.

Your Committee, at this late stage of the discussion, do not propose to argue this question. They simply submit this in part that an opportunity may be given to announce to the public your faithful adherence to the pian of city government which you have proposed to the Committee of the Legislature.

It is strongly to be hoped that should the Charter pass the Senate in its present form Conference Committees of the two Houses will astree to leave the whole subject of appointments where its properly belongs.

We respectfully submit the following resolutions:

Resolved. That the power of appointment to offices, onder the city charter, should be vested in the Mayor, subject to confirmation by the Board of Aldermen. To this there must be absolutely no exception, and we unqualifiedly condemn the scheme now under consideration in the scheme of appointment in the other pass of the Senate to act in a partious spirit, and to vest the power of appointment in the most simple form in the Mayor and the A

The resolutions were adopted without dissent, and the Committee adjourned.

WHY THE CITY'S SERVANTS ARE NOT PAID. Many complaints have been made from time to time by the city officials and employes on account of the delay in the adjustment of pay rolls. Generally Department, and the supposition prevails that the Cou troiler is to blame for the repeated delays. Inquiry by TRIBUNE reporters establishes that it is the custom of the Controller to settle all pay-rolls on the first thereafter, providing they are duly sent to the Departtoent for examination and the preparation of warrants This is not always done, and consequently the delay i o be attributed to the departments which fail to senthe reports in time. The March pay-roll of the employes of the Repairs and Supply Department of Docks was not received at the Controller's office until April 4. The slowing pay-rolls of the Department of Papile Works

Mr. Woodin wanted one printing department, and desired that board to consist of the Mayor, Corporation Comment, and Communicater of Public Works.

Mr. Johnson warned the Republican Benators that the efforts to strip Mayor Havemeyer of the powers vested in that office would not be sustained by the people.

Mr. Woodin said there were \$2,000,000 claimed to be due newspapers in New York City, for advertising or dered by different persons. He proposed, in his amend

PRICE FOUR CENTS.

ALBANY.

THE CURRENT OF LEGISLATION.

PASSAGE OF THE BROOKLYN CHARTER-VOTE ON THE INDUSTRIAL EXHIBITION BILL-ASSEMBLY LEGISLATION-SENATOR MADDEN AND ERIE COR-

FROM A REGULAR CORRESPONDENT OF THE TRIBUNE. ALBANY, April 8 .- The Brooklyn Charter passed the Assembly, this morning, as it left the Committee of the Whole, leaving the question of consolidating the city and county to a vote of the country

Third reading of bills was the order in the Assembly, and consumed the entire session. Among the bilis passed affecting the City of New-York was the bill relating to the Industrial Exhibition Company, which anhorizes the City of New-York, with the consent of the Mayor and Aldermen, to subscribe \$2,500,000 to the stock of the Company. Mr. Blumenthal moved to recommit the bill, with instructions to amend so as to make the subscription and actual payment of \$1,000,000 by private capitalists a condition precedent to the subscription of \$2.500,000 by the city, but the motion was lost-Yeas, 40 Nays, 54. The vote on the passage of the bill stood



The bill for the summary conviction of burglars, thieves, and pickpockets was passed; also a bill author izing the Common Councils of any city in the State to grant permission for the use of a new motive power on street-cars-dummy engines and locomotives excepted

Near the close of the session Mr. Alberger offered a esolution calling for the appointment of a Committee of Five to inquire what corporations or individuals if any were engaged in a combination to produce the late re in gold. The resolution was objected to and went over under the rule.

This evening the Assembly considered a number of bills in committee, none of which, however, are of general interest. The Committee of Ways and Means will report the Supply bill to the Assembly to-morrow. The Committee recommend an appropriation of \$1,500,000 to ontinue the work on the new Capitol building, which will be sufficient for the vigorous prosecution of the work during the ensuing year.

It is known here that great injustice was done Senator Madden by the testimony of J. H. Comer before the Erie Committee. This witness stated that \$4,000 had been paid Madden by Gould and Fisk for influence in legislation. Neither of these men ever did anything of the sort. One payment they did make to him-that of a thousand dollars for one of his constituents, John Little, to whom it was does Any other payments they may have made were during exciting campaigns, and a part of the regular contributions for political which they, in common with other repre-sentatives of heavy New-York interests, are shrewdly suspected of having made, in greater or less amounts, on both sides. It would be as unjust to hold Senator Madden responsible for such contributions as Senator Conkling or Senator Fenton.

FOREIGN NEWS.

THE VIENNA EXHIBITION. DIVISION INTO GROUPS-THE PROPOSED DISPLAY IN THE DEPARTMENT OF ARTS-THE AMERICAN

LONDON, Tuesday, April 8, 1873. The exhibitors at Vienna will be divided nto groups according to the character of their contributions. Each group will have a President and two Vice-President. Mr. Sanborn advises Minister Jay that the Presidencies of the groups of Education and of the Trade and Commerce of the World, and Vice-Preside cies of the groups of Civil Engineering and Public Works and Architecture and Farm-houses have been assigned

In the department of Art a fine display is premised. England sends paintings valued in the aggregate at \$2,000,000; France will contribute 500 paintings, and Italy 300 statues.

The earpenters are at work on the American building Many buildings devoted to other nationalities are already completed. Elaborate show cases have arrived from all parts of Europe. In this respect the Americans also

Gov. Walker has appointed the following Commission ers to represent the State of Virginia at the Vienna Exposition:

Gen. Bradley T. Johnson, Charles J. Anderson, E. Robinson, J. R. V. Damel, and Major Frederick Scott, of Richmond; Prof. M. W. Humphrys of Lexington, Alexander McDonald of Lynchburg, Simon H. Hieb of Stannton, and Prof. J. C. Foertsch of Alexandria.

AFFAIRS IN FRANCE.

APPROACHING ELECTION IN PARIS TO FILL A SEAT IN THE ASSEMBLY-RESIGNATIONS ON ACCOUNT OF THE LYONS MUNICIPALITY BILL. PARIS, Tuesday, April 8, 1873.

An election will soon be held in Paris to fill vacant seat in the Assembly. The candidates are Rémusat, a supporter of President Thiers, and Barodet an extreme Radical. The contest attracts general atten-

tion, and the journals are full of it. Lyons, Tuesday, April 8, 1873. The members of the Municipal Council and of the Council General of the Department, protesting against the law recently adopted by the National Assembly about ishing the central municipality, have resigned.

THE SPANISH REPUBLIC.

DESERTIONS TO THE CARLISTS-FIREARMS TO BE PURCHASED ABROAD, BAYONNE, Tuesday, April 8, 1873. Ten officers and 60 privates belonging to a

hussar regiment, in Gen. Pavia's command, have gone over to the Carlists. Several artillery officers have also eft their regiments and joined the Carlists. It is reported that Menotti Garibaidi has arrived at

Barcelona and offered the Republicans his services against the Carlists. The latter have received batteries against the Carists. The latest are recorded in Navarre, of artillers, and resumed active operations in Navarre. They destroyed with gunpowder an arch of the railway bridge at Peubla, interrupting communication between Miranda and Vittoria.

MADRID, Tuesday, April 8, 1873.

The Gazette contains a decree authorizing the Manister of War to purchase 50,000 rides abroad.

FOREIGN NOTES.

The Prince of Wales was yesterday installed Grand Commander of the Order of Knights Templar The Rev. Charles H. Spurgeon has been ofred \$50,000 to deliver 50 lectures in the United States. Mitschajeff, the Russian political murderer, no was condemned to 20 years' exile, with hard labor of himself on the way to Siberia.

CRIMES AND CASUALTIES-BY TELEGRAPH. A man named Grouse murdered his wife at have. Pens. yesterlar, while drank and e-sarely sequent in c. He was looped in juit

John Savinge, late cushter of the Lechmere Na-Bank at Easton, has plended pairly of cusheading the made at the and will be rectained in May.

The steamer New State, bound to Wheeling all cargo of merchaniles and a number of pageoners, came on on with the low-load Right, Monday afternoon, near Brane 4

Ursula Spangler, who, with her courses, Wil-lian hier, was avereds at Santia fown, too Santiar, for the magnet of their flegithage choic, confusion that Riley decrease the cable of Coing Falls on Friday last.

Certa Falls on Francisco.

The upper floor of Patternon, Biggin & Co.'s booked varieties at laministic, Kr., gave we had service, and to the weight of which upon it, resting down the second floor. There were blot unrained of which in the bundles.